Triumph Mayflower Club

Mayflower

Worldwide Membership

SPRING ISSUE 2013 No. 144

FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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Please note that from 1st October 2012 Brian Redshaw will be taking on the office of New Spares Secretary and so will be responsible for all spare parts

Please check Flower Power or the club's website for any updates with regard to this changeover

When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

CONTENTS

EDITORIAL	Page 2
LETTERS	Pages 3, 11, 12, 14, 16
ORBITUARIES	Pages 4 - 5
FRENCH TRIUMPHS	Pages 7 - 10
VOLUNTARY MoT TESTS	Page 12
MY NEW MAYFLOWER	Pages 13 - 14
RALLY REPORT	Page 16

Cover: Picture of Lydd Airport in Kent in the 1960s painted by the brother of ex Mayflower member Richard Root

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The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

IMPORTANT NOTICE

NEW SPARE PARTS

SHOULD NOW BE ORDERED THROUGH THE NEW SPARES SECRETARY

BRIAN REDSHAW
8 Albatross Way, Darlington, DL1 1DN
Tel: 01325 262567
E-mail: brian21250@yahoo.co.uk

Editorial

Dear club members,

IT IS WITH great sadness that I have to inform you that two of our club members have passed away. You will find some memories of Eddie Copson and Reg Varney in this magazine.

As spring is getting closer and closer the summer in Australia is getting to an end. Tony Mondello has found some time to write an article about his Mayflower during one of the warm summer days in Oz, please find some time to read it, I really enjoyed it when editing.

In this magazine you will also find quite a lot of contributions from our members. Thank you all for finding the time to write the articles, please keep it up. This is how we can make our magazine interesting for members and keep up the quality of our magazine!

If you would like to comment on one of the articles please do not hesitate so send me an e-mail or a letter. I will make sure it will end up in the hands of the writer of the article.

Very best regards
Nico ten Wolde

Welcome

On behalf of the club welcome and happy Mayflowering to our new members:

1163 David Hall, 44 Paton Rd, Sidley, Bexhill on Sea
1164 Claus Mirbach, Deepenstocken 5, D- 22529 Hamburg, Germany
1165 Frank Morgan,924 Broad Ln, Hockley, Covertry

If you have an email address and wish to receive club updates electronically please send your email address to John Oaker at johnchoaker@btinternet.com

WANTED

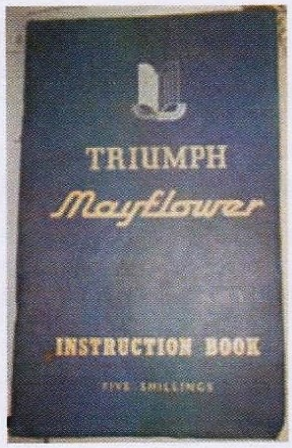
IGNITION/
LIGHT SWITCH
Part No. 31194D or PRS2

Stephen Coulman
01724 762061

YOU CAN ADVERTISE FOR FREE!!

If you need that hard to find part or have anything to sell just send your advert to the Editor for inclusion in *Flower Power*

Instruction Handbook

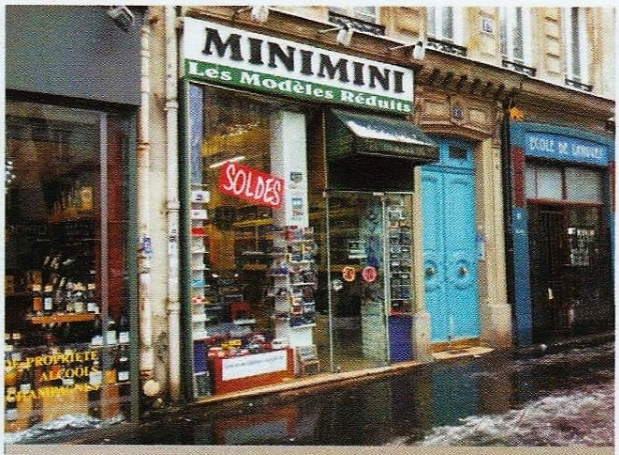


Copy of the original Handbook priced at £8.00 (Part No. TMC 152). Available from the Spares Secretary

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are June 1, September 1, and December 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Mayflower in Paris



What are the changes of finding a Mayflower in Paris on a very cold and snowy January morning? Well I would say none.

Last January my wife and I went to Paris for a long weekend. One of my habits when being abroad is that I always try to find a miniature car shop to see if I can find a model of one of the cars I still own or have previously owned.

After a short Google search I learned that there was a miniature car shop called Minimini near a tube station, so I convinced my wife to go there. We took the tube, walked out of the station and there was the shop. I walked in and somehow I immediately looked to the right, really the first car I spotted behind the glass was a little light blue Mayflower.

I had been looking for a Mayflower model for ages but never found one, but there it was, in the middle of Paris. Of course I had to buy it, although the price was a bit high at 89 euros. It was worth the price though, it is a real high quality and quite heavy model, just look at the pictures to see for yourselves.

The owner of the store was really amazed, he had never thought to sell this model to someone actually owning the real thing. Luckily I had some pictures of my Mayflower on my mobile phone to show him.

I have promised him to drive by in the event I am in Paris with my Mayflower (chances that that will happen are probably as little as finding a Mayflower model in Paris).

Best regards
Nico ten Wolde
Mail@nicotenwolde.nl

PS: If anyone would like to have more information on the model, just send me an e-mail.

Obituary

Eddie Copson

Dear Members

With a heavy heart we regret to inform you that Eddie Copson passed away at 6.30pm last night, Thursday 23rd January 2013, at the age of 72. After a long battle with Pancreatic Cancer, Eddie died peacefully in his sleep.

We want to thank everyone for all the lovely wishes, phone calls, cards and visits over the last few years – the support he received from everyone most certainly kept him going so long after his initial diagnosis. Eddie was extremely popular, and will be missed by friends and family alike.

Sincerely
Lin Copson

Memories . . .

by John Oaker

IT WAS with great sadness that I heard of the passing of fellow Triumph Mayflower Club committee member Eddie Copson on January 24 after a long battle with pancreatic cancer.

Eddie acquired his Mayflower from a good friend and work colleague around Februaryish 2001. The car was in such a condition that it required a complete restoration.

He joined the Triumph Mayflower Club during October 2001. He was able to use his mechanic skills along with patience, an ability to make needed parts and a will to do things right, in order to make his car one of the best and most reliable Mayflowers in our club.

Eddie was our Rally Secretary for a number of years. His planning, organising, researching and resourcing of our rallies left nothing to chance. Eddie's tent with his wife Julie, his glass of red or white and a slice of cake welcome, and his beautiful car parked close by became a focus of the rally.

He also often represented the club with his car at Triumph occasions that were local to him, Birmingham NEC and Stoneleigh being two venues. He also showed his car at rallies and represented the club with his Mayflower whenever he could.

Because of all the time and thought and practical skills that he had exercised during working on his own car Eddie became one of the club's most knowledgeable Mayflower owners.

A typical rally with Eddie's tent and car

Eddie's Mayflower all ready for his last sad journey

He was one of our Technical Officers always ready to talk on the end of a telephone with fellow car owners with a Mayflower problem.

I remember talking to Eddie about a local Birmingham 20-year-old gentleman who had just bought a bargain Mayflower that didn't work! Eddie convinced him to join the club and then spent time supporting this fellow member to "get the car to work"! Yes he did, it did, they did!

Eddie often contributed to *Flower Power* especially wanting to share repair short cuts or tales of journeys or rally adventures.

On Friday February 15 at Eddie's funeral it was good to hear of other aspects of his life. His early life, meeting his wife Julie, his daughters and grandchildren. Also his personal interests in table tennis, working in education, his garden and DIY achievements - all parts of the jigsaw that was Eddie Copson - a gentleman.

. . . and some personal memories from Paul Norton

I got to know Eddie and Julie from attending our Annual Rally but also from the many local rallies he attended (with the tent always in attendance) particularly the Webb's Car Show. He always made my mother and friends, Don and Audrey, very welcome and provided somewhere to sit out of the very often wet British weather.

As many of you will know he had a side line making the dash knobs, handbrake lever and door handle escutcheons for our cars.

He presented me with a set, proclaiming them they may be slightly imperfect but to my eye they were perfectly okay. (I did get chastised for not being brave enough to fit the handbrake one!)

I remember my brother, who block paves drives for a living, working on a house in Birmingham and telling me about meeting a enthusiastic friendly man who had the same car as me, same colour, same year. Guess what, it was Ed.

I will miss not being able to e-mail him to ask for advice regarding any problems with the Mayflower. I always received friendly, level headed advice.

He will be sorely missed in the car rally world. To his wife Julie, and all the family I wish to express my condolences.

Obituary

Reg Varney

Dear Club Members,

I am sorry to have to report that one of the founding members of the club has recently died, after suffering failing health for some time.

Reg (also known as Keith) Varney was member No. 3 and I first met him shortly after the club was founded in 1974, when meetings were held in the Bell Inn, Bristol.

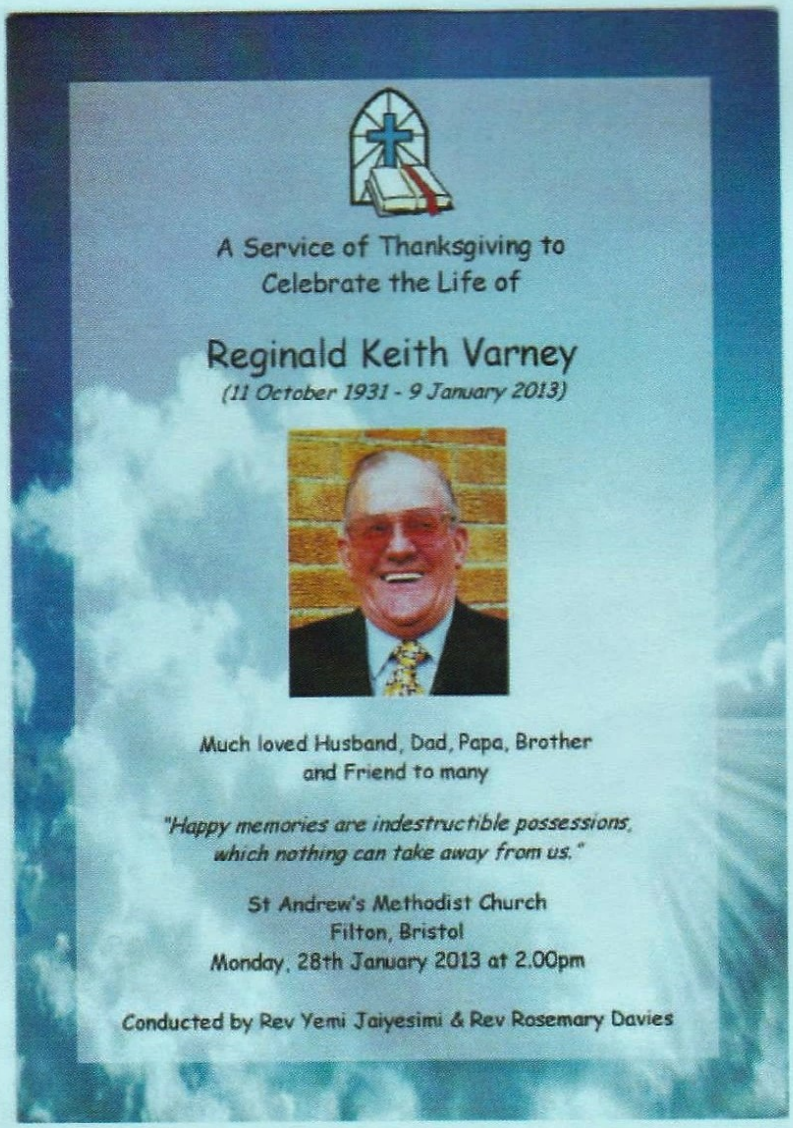
He remained actively involved with the club for many years, serving on the committee in various capacities, even though after a time his car rarely saw the light of day, giving rise to jokey enquiries as to whether it really existed at all.

He was an energetic, no-nonsense character who often found the apathy of some club members a little trying (some things never change!) but was always willing to invest time and energy to make things happen.

I remember him being particularly active at the club's rallies which then, as now, tended to be sparsely attended, but there was always a great deal of merriment in the rally control tent, and Reg was was generally to be found at the centre of it. I expect there are still some members of the club who will recall those days and will join in sending sympathy to Reg's widow, Joyce.

I attended and I thought that members of a certain vintage might like to see the attached copy of the front of the service sheet, with a photograph of Reg looking as solemn as he usually did.

Best wishes
Peter Burdge (20)



A Service of Thanksgiving to
Celebrate the Life of

Reginald Keith Varney
(11 October 1931 - 9 January 2013)

Much loved Husband, Dad, Papa, Brother
and Friend to many

"Happy memories are indestructible possessions,
which nothing can take away from us."

St Andrew's Methodist Church
Filton, Bristol
Monday, 28th January 2013 at 2.00pm

Conducted by Rev Yemi Jaiyesimi & Rev Rosemary Davies

Another loss

CONDOLENCES TO Gloria Young from Los Angeles on losing her friend Stew who passed away last month. He helped Gloria maintain her Mayflower in superb condition and accompanied her to the rallies and shows she attended.

His expert help and guidance will be sadly missed.

WANTED

YOUR CONTRIBUTION

Any stories about Your Restoration, Your trip to a Rally Your day out, Your Mayflower

Please send them to the Editor

My French Triumphs

by Edouard Wagenaar

ALL MY LIFE I have been a Triumph addict. In 1970, when I was 28 years old, I bought my first one, a secondhand 1968 2000 Mk I.

I loved this car so much, that in 1974 I bought a brand new 2.5 Pi in sapphire blue. After that followed a 1969 2000 Mk I Estate (in lefthand-drive form very, very rare over here) in 1985 and two Stags, a topaz overdrive model in 1976 and a secondhand pimento automatic in 2003. All these five cars are still in my possession and in good order.

When in 1998 my retirement came in sight, my eye fell on the Mayflower after an article in a magazine, a car I still remembered from my youth.

The decision was made that I should own one but this was easier said than done in those days: I had no idea that a club existed for that particular model.

So I sifted out French, Belgian, English and Dutch magazines; at first of no avail.

In the next four years I managed to look at four Mayflowers, one in Belgium and three in Holland (the distances I drove, un-believable!!!!!!!). But all were too bad or too expensive and in most cases both!

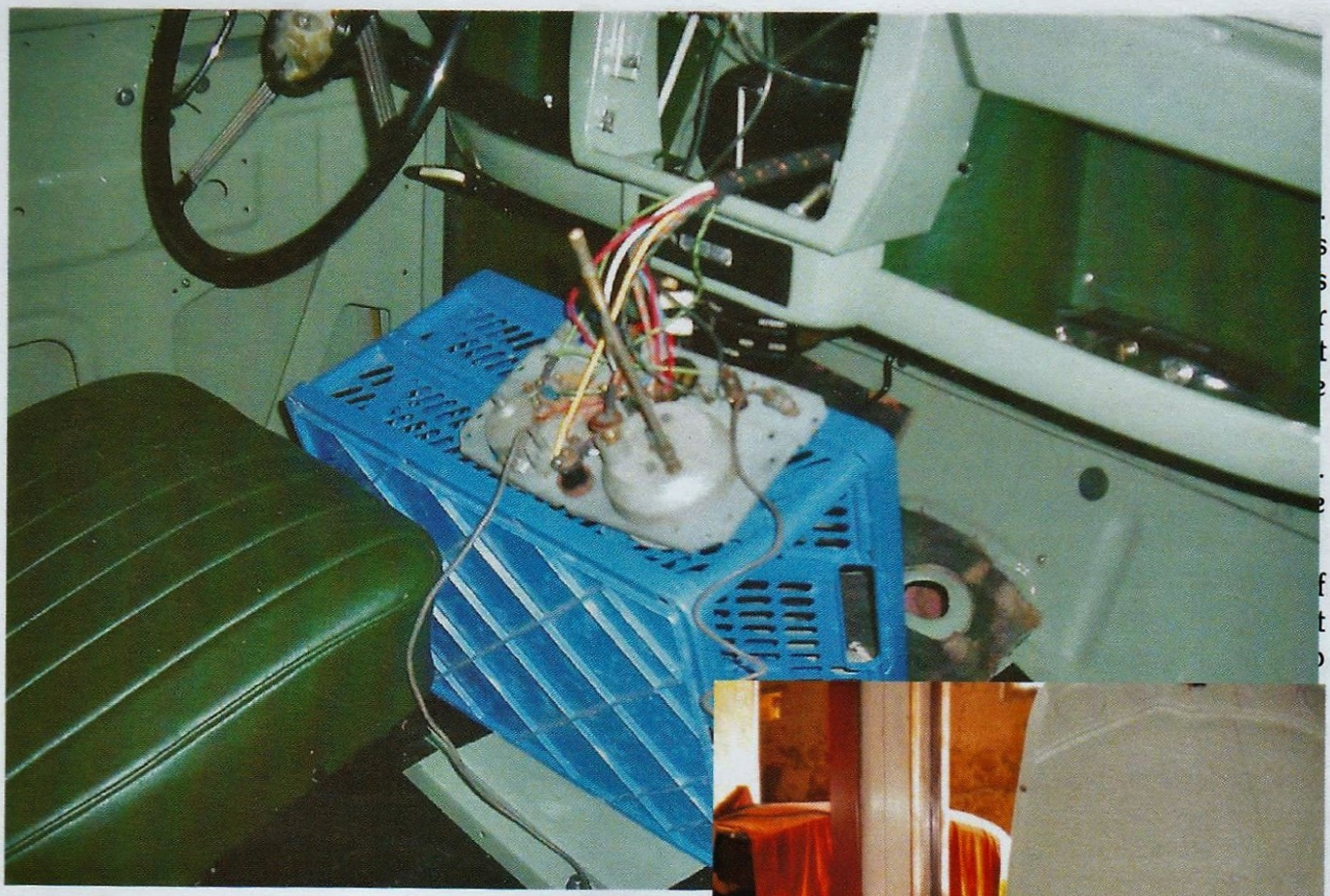
Then, at an autojumble in 2001 I came across a set of Mayflower "books", a brochure, an owners instruction booklet, a body and underframe repair manual and an indispensable service instruction manual; and, o wonder, one "door", and then a new front bumper still wrapped in paper.

As I saw this as a sign from above (ha, ha) I bought the lot, thinking the start for ownership was there.

Then in 2003 came my chance. A Belgian friend told me that a chap in Matlock Bath (Derbyshire) was selling a black 1953 Mayflower, KAS 858, and as he was just going to England, he offered to inspect the car and in case it was looking good and driving good, to buy it and take it with him back to Belgium.

When he phoned me and said he was back *with* the car I went straight away to Brussels with my own trailer to collect my treasure.

On inspection at home the shell had some flaws and the brakes were hardly in existence but after some improvements, a set of new radial tyres and overhaul of the brakes, I enjoyed the little huge car very much.



The only drawbacks were the engine power in the hilly, mountainous Morvan roads and to a lesser extent the RHD driving and LHD gearlever handling.

Again fortune was on my side. In March 2006, when visiting friends in Holland, I saw an advertisement in a Dutch old-time-rmagazine on the evening of arrival at 11.00 pm about a comet blue LHD model from 1953.

At that time of night (he was still awake) I phoned the vendor to make an appointment.

The next day it turned out to be a car of Danish origin, from 1953 to 1968 in possession of a veterinary surgeon, and bought by the vendors late father in 1977 as a project for his retirement. The history between 1968 and 1977 is unknown.

His father began with the overhaul of the engine, refurbished almost all the chromework and started with the restoration of the body. But in 1981 (only 67) he passed suddenly away.

His son kept the car 25 years!!! In a bone-dry old factory hall, not being an old car freak he did little work on it.

I bought the car on the spot without looking any further. LHD, new chromes, rebuild engine, what more could I want!

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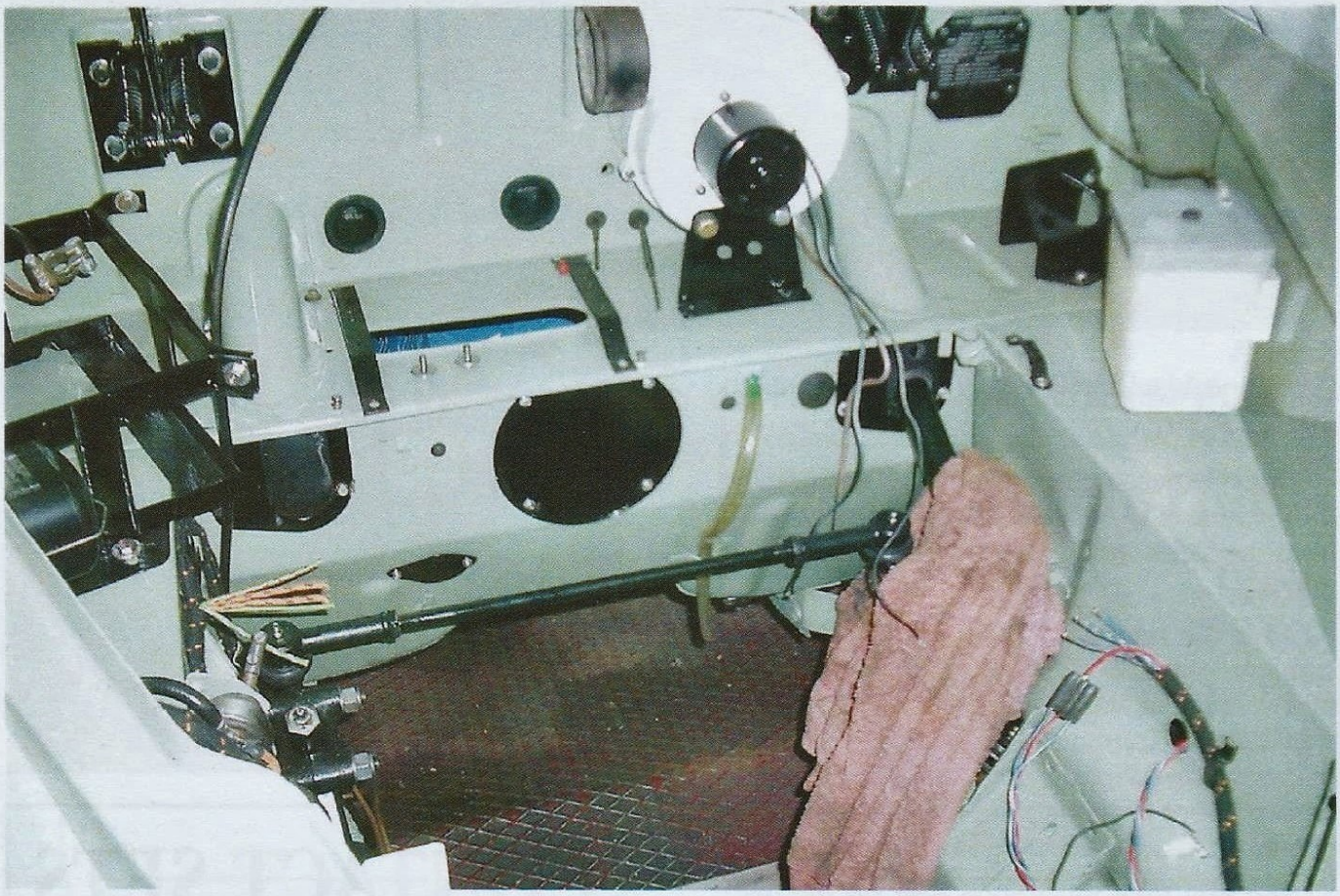
amazement almost impeccable with only surface rust and an occasional hole, thanks to the dry storage probably (see also *Flower Power* No. 122, page 14).

Total restoration

That plan was, after some deliberation, abandoned in favour of a total restoration of the Danish car, and I mean every little piece, every last nut and bolt, to get it to a concourse condition.

In only two days, again thanks of the dry storage, a friend and I dismantled the car



I bought the car on the spot without looking any further. LHD, new chromes, rebuild engine, what more could I want!

With a rented trailer I brought the car to my Dutch friends, where she could stay in a garage for some time. In the summer of 2006 I went to Holland again with my own trailer to bring the blue Dane home. If you reckon that it is 800 kms from my home to Holland you can calculate the distances I drove!

Once at home the plan was to convert my black car (ex KAS 858) to LHD and to use all the refurbished parts. On closer inspection the bodywork of the Danish car was to my

DON'T FORGET THE

ANNUAL RALLY

SUNDAY 14th JULY
VENUE TO BE CONFIRMED

completely without one broken nut or bolt, but with a lot of WD40.

After degreasing and provisionally cleaning the underside I had the shell "sandblasted" with glass particles and covered in a protecting primer.

Then the extent of a number of little horrors came to light. Lots of tiny holes in the front parts of the sills and in the spaces behind the front splashplates (removed of course), the strip below the rear window and in the corners of the luggage boot to name the worst places. But in general the shell was very good and solid.

The real total restoration was on the way. What an enormous task it proved to be in the following years.

Now I had a naked primed shell in need of welding skills, I am capable of almost everything technical but welding is not my cup of tea. It was time to look for a body restorer.

In the meantime I kept pottering around in my black one.

. . . to be continued

DON'T FORGET TO KEEP AN EYE OUT FOR THE RALLY LOCATION

CONTACT SETS

£9.00 EACH

Available from the Spares Secretary

Letters

For some of our USA members?

Dear Mayflower Club Members,

The Triumph Travelers Sports Car Club, of the Greater San Francisco Bay Area, is hosting the Triumphest 2013 and Vintage Triumph Register National Meet in San Rafael, California, from October 2 to 6, 2013, and we'd like your club and its members to join in on this awesome multi day event!

Here are three web sites that will be of great help in planning for this upcoming club event in 2013: www.triumphtravelers.org; www.triumphtravelers.org/Events/triumphest13/tfest13home.php; or www.embassysuites.hilton.com/en/es/groups/personalized/S/SFORFES-TVT-20131001/index.jhtml?WT.mc_id=POG

When making hotel reservations, be sure to mention Triumphest 2013/VTR National in order to receive the best room rates for and during this event. The Embassy Suites telephone number is (415) 499-9222. Their fax number is (415) 499-9268.

From our club to yours, we sincerely hope that you'll be able to join us for the Triumphest 2013 and Vintage Triumph Register National Meet in San Rafael in the Greater San Francisco Bay Area in October 2013.

Cheers,
Co-Chairs Rich Gibbon
and Cregg Cowan

One thing leads to another...

Dear Nico,

Undoing the fuel pipe from the carburettor, I noticed the lack of petrol. Admittedly I had not run the engine for two years, so I took the fuel pump to pieces and found the unit full of black sludge.

Having read that the old fuel lines are not compatible with modern fuels I replaced the flexible hose under the bonnet, with what my motor factor said was and cleaned the pump.

Still no fuel coming through, switching on the ignition to check the tank contents, the gauge seems to be reading about empty. Not accepting this result I took the sender unit out of the tank and found it to be half full.

Checking the sender coil with my Avo meter noticed it not giving constant readings over its complete length.

Checking the sender, to see if I could take it to pieces to repair it, decided against, and sent it to a company in Nottingham called Richfield, for renewal.

I used my air line to clean the fuel line out but still no fuel coming through.

Question possibly, a member to answer is there a filter or strainer in the tank, which could be blocked.

When the tank unit is returned I will have to uncouple the fuel line to continue my search for the missing petrol.

Regards
Michael Davidson (1031)

NUMBER PLATE LIGHT

ONLY £22.00 EACH
From the Spares Secretary

FRONT SIDE LIGHT

Only £27.50 + P/P

Available from: Spares Secretary

Letter from Australia

Dear Mayflower members,

Greetings from the Southern Hemisphere where it is now the hottest part of our summer!

The plan was to have my little Mayflower on the road well before Christmas 2012 but now I know what the philosopher meant when he said: "Procrastination is the thief of time".

The club advertised a set of windscreen rubbers, but I delayed ordering till I'd finished other work. By the time I was ready to order there were none available. So months passed while I waited for a set to be manufactured here in Oz.

All this loss of time brings other problems. Things get lost. Like for example the little hexagonal flat nuts that help to weather seal and locate the windscreen wiper shafts.

The whole world has gone metric. So where does one find $^{7}/_{16}$ inch BSF flat nuts these days? Answer: in Dennis Spark's shed.

Dennis is descended from a farming family in Cumberland. Just south of Hadrian's Wall he tells me. Dennis brought me a sizeable jar full of assorted fine thread nuts, out of which thank goodness, two were found to do the job. I breathe a sigh of relief!

The semaphores work as well as the day the car was built but I didn't trust the present generation of motorists to know what they are and respond accordingly. So I now have semaphores and flickers indicating change of direction.

I've had fitted power assistance for the brakes. Next thing will be front seat belts.

The rear half of the roof lining will have to be done again. I think the cardboard must have been cut oversize because it was a very snug fit when the job was first done.

In the several months that we've been waiting for the windscreen rubber, the lining has swelled and buckled into an unsightly mess.

I've been fooling about with old cars for donkey's years but I think I'm over it now. No more old car magazines either. Therein lies the road to temptation!

I am looking forward to our first shake down cruise to the Spencer's Brook Pub a distance of only 12 kilometers. The rationale being that if the little flower should fail to proceed, towage won't cost too much.

Over the years, Tony Mondello and his funny old cars have kept "Northam Towing Service" well supplied with tea and scones.

I've been sipping a cold black coffee and watching while six or eight feet away some "twenty eights" are feasting on my grapes. They are fussy eaters, swallowing the pulp but spitting out the skins.

In the ornithology books they're often listed as "Port Lincoln Parrots" but here in the West they''re universally known as twenty eights because the sound they make is exactly like someone whistling the words "twenty eight". You try it!

About half an hour ago a large flock of white cockatoos flew noisily overhead. There will be a lot more of these fellas as autumn approaches.

So there you have it. One more Mayflower resurrected and 38°C predicted for today. "God's in his heaven; all's right with the world."

Tony Mondello
31st Jan ' 13

Voluntary MoT tests

AT THE NEC SHOW last November several members raised queries regarding the operation of voluntary MoT tests.

All testing stations were notified by Special Notice from VOSA that as and from the date of exemption for pre-1960 vehicles, these owners can apply for a voluntary test. These can be booked in the normal way and charged the normal fee (or lower if the garage is giving special offers) and garages cannot refuse to test them.

Any voluntary test should be conducted as previously practiced and the normal pass or failure notification will be issued together with 'advisories' if appropriate.

It therefore follows that an electronic record will be held on the VOSA database, which the enforcement teams of VOSA and the Police may interrogate.

It is plainly not acceptable for owners to ignore a failure and continue to use a vehicle without correcting a known fault.

My new Mayflower

by Dave Hall

I HAVE JUST purchased for myself a Triumph Mayflower. In the past I have had other old cars like Jaguar 420s, Daimler Conquests and what was the oldest existing Magnette ZA.

Now that I am retired and have time to offset any lack of ability, I thought I'd return once again to the pleasures of owning an older car.

When I was young I used to cycle past a parked Mayflower on my way to school every morning and remember being fascinated as to why it looked so different to most other cars.

When I saw one locally advertised for sale recently, I went to look at it, although it did bring back the memories from my childhood, I was terribly disappointed by both its condition and the king's ransom the vendor seemed to be demanding.

I must have been terribly mistaken because it sold very soon after and I watched it being dragged away by a Land Rover. I decided to keep looking for a suitable car, regularly scanning all the classified adverts and of course the on-line auctions.

In December 2012, 508 UXB appeared in an e-bay listing, located in Northern Ireland. The two photographs showed her in a shed or garage surrounded by chickens and all kinds of other things, judged by their reflections in the doors and panels I convinced myself that both the paint and bodywork would be in good condition.

Negotiations with the seller began via e-mail who appeared more determined that the car should only go to a good home rather than reach his asking price. We managed to agree terms and arranged for the car to be left at Belfast Dock to await my collection.

I then travelled to Belfast as a foot passenger on the overnight ferry, located the car in the car park and drove her up the loading ramp to board the ferry for its return sailing to Liverpool. It was dark when the ferry had docked in Belfast that morning and the daylight had again disappeared by the time we arrived in Birkenhead later that evening, so I had yet to properly see her and discover what I had bought. Being 'up north' so to speak, I'd planned to drive across to North Yorkshire for an overnight stay at my daughter's where I could rest and give out all the Christmas presents I had brought with me.

My very first drive in my Mayflower was off the ferry in the dark, through the Mersey tunnel then head on into the crush of Liverpool's evening traffic.

Drizzling rain with a misted windscreen, bright blinding lights, the strange feeling of a rock hard brake pedal and a gear lever that felt like you had hold of a snake's tail, pretty well describes the misery of my Liverpudlian misadventure.

Add this to not having a clue as to where I was going, being unable to see yet alone read any traffic signs and I began to doubt the wisdom of my purchase. All was not lost though; I pulled over and rummaged through my holdall for my trusty satnav.

Cigarette lighter!

After a few minutes spent fumbling for a non-existent cigarette lighter or 12 volt socket to plug it into I sadly had to give up on that idea. Fate did eventually smile on me, for after stowing my holdall in the boot, and walking back to my seat, up ahead through the gloom I could just make out a large sign pointing the way to the M62.

Once out of town, it was a slow crawl eastwards along the motorway owing to all the fog and murk so it took much longer than I originally planned but eventually we arrived safe and sound.

The following day was bright and clear and I was able to inspect my new pride and joy for the first time in actual daylight. She certainly didn't disappoint. All seemed well, exactly as it should and I'd hoped it would be.

I gave her a 'lights and levels' check then a good going over to make sure she was as ready as possible for the testing drive to come. After lunch we would be heading home, south via the M62, M1, M25 and M23, back to the Sussex coast, it would be motorways for the majority of the way.

Once on the move again, this time in daylight, it became blatantly obvious that this Mayflower was built long before motorways were even thought of. All her deficiencies were

soon evident, she had a rather low cruising speed coupled to poor acceleration.

There was a distinct lack of rearward visibility through having no door mirrors and a clouded interior one. There was lots of road noise because the doors and windows were ill fitting and with the heater and screen demister non-functional, having all the quarter lights open in late December made for an extremely cold journey.

There were neither rear screen demister nor washers for the windscreen. Miniscule wiper blades that barely cleared the screen made forward visibility almost as bad as that to the rear.

Worst of all though were the semaphore indicators that were invisible or were simply ignored by other road users. So much concentration was required when driving, especially when having to change lanes that it became extremely tiring and lots of rest breaks were necessary.

All of these shortfalls were soon overlooked as every time we stopped at motorway service areas for rest and comfort breaks crowds gathered to examine her, ask questions and then wish us well on our journey.

Safe to say there were few if any other Mayflowers on the road that day so UXB (my unexploded bomb) had almost the full length of England to herself and she thoroughly enjoyed it.

NEW STOCK OF

FAN BELTS

Part No. 200203

ONLY £9.50 EACH

These have to be purchased by the club in large quantities to keep the cost down so please help club finances by ordering one for a spare

from the Spares Secretary

Letters

Press release

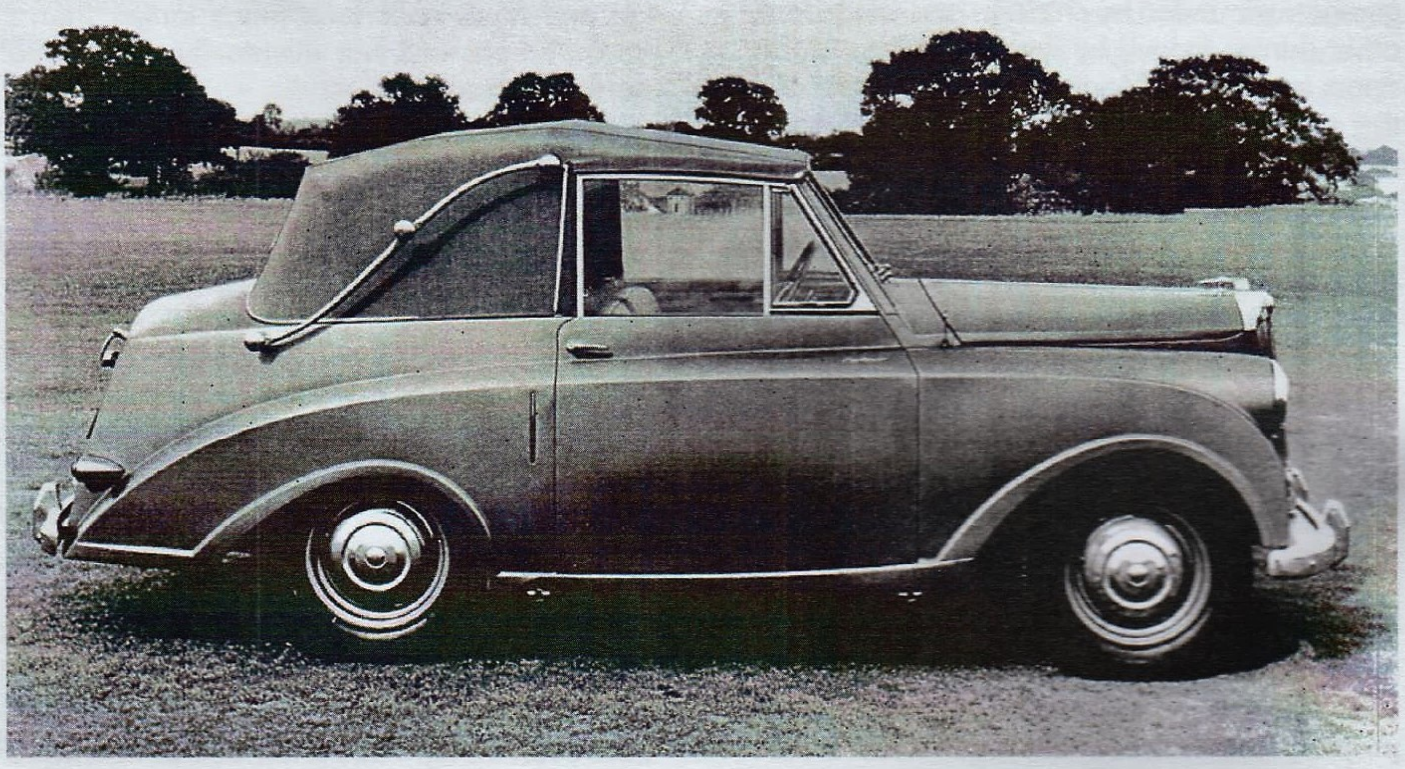
Hi Nico,

I have been in possession of these press photographs since I purchased them at a long forgotten auto jumble in the 1980s, they may have been in *Flower Power* before but quite a while ago.

Please feel free to use them if they are useful. On the reverse it states 'Press release date for this copy is 5 Oct 1950'.

Haven't we all dreamt of finding one of these in a long forgotten barn or garage!!

Paul Norton



FOR SALE/OFFERS

FOR RESTORATION OR SPARES

My neighbour, in his nineties, needs to find a home for this Mayflower. He just really needs it moved and if no-one wants it he will send it for scrap

He lives in Chichester
and his telephone number is
01243 787592

Rally news

by John Castle

I ATTENDED the Stoneleigh Triumph Weekend along with Paul Norton and his Mayflower (mine decided not to start). It was a good day with lots of spares (found new trafficators).

Met lots of people who I had spoken to on the telephone or e-mailed but can now put a face to including Bob Fitsall who did the organising; Bob Wyatt who is organising Star 90; and Chris Hewitt who is Chairman of Renowns. We spoke about our Rally in July. It was a good day but very cold and we were relegated to the 'Cow Shed' where there is no heating so it was a case of keeping on the move. The show gets bigger and bigger so there was plenty to see in the other halls, altogether a very good day.

Star 90

This is the Standard Triumph Anniversary Rally on May 17/18/19 at Gaydon. We have a stand on Sunday 19th for eight Mayflowers but at the moment we do not have eight, so if you would like to bring yours please get in touch with me on 01455 613041 or john_castle@bt internet.com, the cost is £5.00 per car.

Annual Rally - July 14

We have not finalised the venue for this at the moment but it will be either Rockingham Castle or Kimbolton Castle and will be finalised at the AGM on Sunday, March 24.

I apologise for not being able to give you more details at the moment.

Letters

Tips and wrinkles

Dear Nico,

The door cards on my Mayflower were misshapen and discoloured, badly in need of replacement. So utilizing the dining room table* as a work bench, I set to, cutting new hardboard, padding and vinyl, then using heavy duty spray contact adhesive glued it all together.

Whilst cleaning up afterwards I thought other members might benefit from a few tips of 50 years in the trade.

In an ideal world when working on our cars, our hands would be protected by latex gloves but in the real world in which we live, we do it with our hands bare and struggle to clean the muck off afterwards.

After working on your car you come away with black, oily, greasy hands, so what is the best and simplest way of getting them perfectly clean again?

Try washing up liquid. On its own it doesn't work, you can rub and scrub all you like, add a spoonful of sugar to it though then watch magic at work!

What can you use to safely get all the sticky gunge from any glue, adhesive or even resin off your hands? WD40 of course, it simply breaks its surface contact so it can't re-adhere, then is easily washed away with soap and water!

Regards
Dave Hall (1163)

* Don't let your wife catch you!!

EXCELLENT MAYFLOWER WANTED

My first car was a Triumph Mayflower and as I am very interested in old timers and I would like to buy a Mayflower in excellent condition

Requirements: Front seatbelts already fixed; Engine suitable for unleaded petrol; Location is not important as I would come from Germany and collect the car

I would be very pleased if one of your members wants to sell his/her well looked after Mayflower.

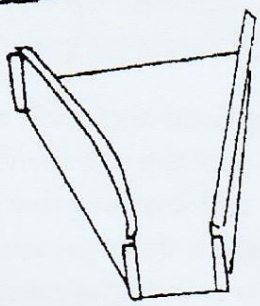
Please contact:
Werner Wotke, Bookweetenkamp 8, 22559 Hamburg, Germany
Tel: 0049 40 815112 - Mobile: +49 151 20604504

Classic Car Sills

Parts for the Triumph Mayflower

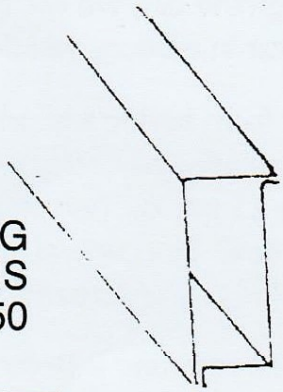
SILL £25.00

FRONT APRON £48.00

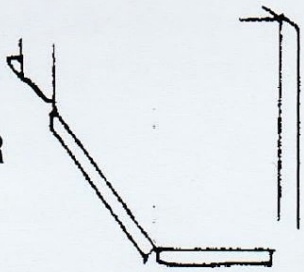


OUTRIGGER £10.00

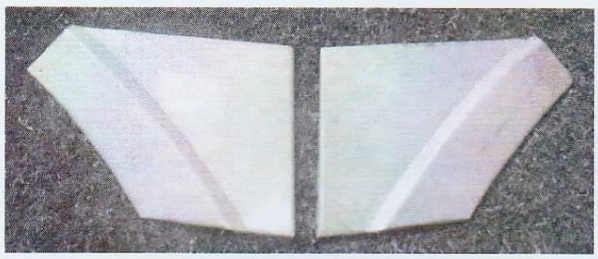
INNER SILL £7.50



REAR SPRING CHASSIS £7.50



OUTRIGGER £10.00



BOTTOM FRONT WING PATCHES £15.00

FRONT WHEEL ARCH SPLASH PANEL £5.00

*Prices at 2008

J. COLLIER

4 Mortimer Road, Kempston, Bedford MK42 8RE
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)

CLASSIC CAR SHOW AND FAMILY FUN DAY

Event Date 16 June 2013

We are looking for people who own Veteran, Vintage or Classic Cars and Bikes and who would like to show them off to the people of Croydon/Purley and the surrounding districts.

Although we will be serving food and drink and having things to keep all the family interested, the central plank of the show will be a display of 100 older cars. They will be arranged in age categories and anything that would be of interest can be included. Part-way through the day, we will have a short parade around the showground so you can show off your car in motion, which is usually the most impressive bit.

Apart from having a good time we do plan to raise money for Rotary charities, so we are going to ask you to pay for the privilege of parking on the site. We are only going to ask you to pay £5 per car (which includes entrance for 2) so if you bring the family that is quite a good deal. The general public will not be able to use the showground for parking. They will be asked to pay £3 per person for admission (on foot) so you will be honoured guests.

The Showground is Rotary Fields, Purley CR8 2BR

Obviously, if you want to display your car, we need you to pay in advance of the show as we need to allocate you a specific spot on the showground. With the limit of 100 cars and a wish not to have too many of the same type, it would be helpful if you could 'phone to check that your particular model is not over subscribed before sending in the tear-off slip below.

If you are interested or require any further information please ring Bill Ainscow (Rotary Club of Croydon Whitgift) on 07533 107 727 or e-mail A.W.L@btconnect.com

Send a cheque or a fiver to :

The Rotary Club of Croydon Whitgift, 52 Maywater Close, South Croydon, CR2 0RS

Together with car details: Make_____ Model_____ Year_____

Your contact details (Preferably your e-mail address)_____

_____